

STATUS REPORT

FEDERAL MEASURES THAT WILL REDUCE TRANSPORT AND HELP STATES ATTAIN NEW OZONE AND PM NAAQS

Part I: Highest Priority Control Measures For the East	DATES		Pollutants Reduced	Source¹	Comment	Priority	
	Anticipated Federal Proposal Date	Date Emission Reductions Expected to Start				Responsible Agency²	Priority Level³
CAIR Replacement Rule and EGU MACT	April 2010 and ???		NO _x , SO ₂ , Hg	a,b,f	Will there be multiple phases?	EPA	H
New Engine/Tailpipe Standards for On-Highway Vehicles	Under consideration	TBD-Need reductions by 2015	NO _x , VOC, CO, PM	a,b,f ■	CA looking at LEV III. EPA looking at Tier III. This should include heavy-duty diesel.	EPA	H
Industrial, Commercial & Institutional (ICI) Boilers - Phase II	Under consideration	TBD-Need reductions by 2015	NO _x , SO ₂ , Hg, PM, VOC	a,b,f	Consistent with LADCO/OTC technical document. Could be part of CAIR Replacement Rule. Will the November 2010 MACT rule, for this category, require regional NO _x and SO ₂ reductions consistent with above? What % regional reduction? If so – do we need Phase II?	EPA	H
Cement Kilns - Phase II	Under consideration	TBD-Need reductions by 2015	NO _x , SO ₂ , Hg	a,b,f	Phase II would include updated requirements consistent with state model rules. Will the June 2010 MACT rule, for this category, require regional NO _x and SO ₂ reductions consistent with above? What % regional reduction? If so – do we need Phase II?	EPA	H
General - These four federal rules have been identified as highest priority as they are the four actions that - when implemented – would – for the East - maximize environmental protection, minimize the increased risk of mortality from exposure to fine particles and ozone and best reduce transport to help the states attain the new standards. Preliminary analysis indicates that there are no other actions that EPA could take that would improve environmental protection in the East more than these four measures.							

	DATES					Priority	
<u>Part II:</u> High Priority Control Measures for California	Anticipated Federal Proposal Date	Date Emission Reductions Expected to Start	Pollutants Reduced	Source ¹	Comment	Responsible Agency ²	Priority Level ³
Locomotives					j		
Ships					j		
					j		

	DATES					Priority	
Part III: Other Control Measures Under Development	Anticipated Federal Proposal Date	Date Emission Reductions Expected to Start	Pollutants Reduced	Source ¹	Comment	Responsible Agency ²	Priority Level ³
EGUs							
High Electricity Demand Day (HEDD)	Under consideration	TBD-Need reductions by 2015	NO _x , SO ₂	f	Could be part of CAIR Replacement Rule	EPA and S/L	H/M
On-Road and Off-Road Mobile							
New Engine/Tailpipe Standards for Off-Highway Vehicles	Under consideration	TBD-Need reductions by 2015	NO _x , VOC, CO, PM	a,b,f ■	Assuming large potential for regional NOx and PM reductions?	EPA	H/M
Off-road mobile sources (especially in urban areas)	Under consideration	TBD-Need reductions by 2015	PM _{2.5}	d		EPA and S/L	M
Single, consistent environmentally-sensitive formulated fuel	Under consideration	TBD-Need reductions by 2015	NO _x , VOC, CO	a,b,f ✱	Low-Carbon Fuel Standard (LCFS) and Renewable Fuel Standard (RFS) linkages	EPA	H/M
Oceangoing Vessels - Lightering	Under consideration	TBD-Need reductions by 2015	VOC	a,e ♦	OTC has developed a white paper on lightering involving the transfer of crude oil or refined petroleum products between marine vessels.	EPA and S/L	M
Sea Ports - Drayage	Under consideration	TBD-Need reductions by 2015	NO _x , VOC, PM	c	OTC has developed a white paper on port drayage truck emissions.	EPA and S/L	M
Aftermarket Catalysts	Under consideration	TBD-Need reductions by 2015	NO _x , VOC, CO	f		EPA	M
Measures for high-emitting on- and off-road existing mobile sources	Under consideration	TBD-Need reductions by 2015	PM _{2.5}	d	Vehicle Scrappage, etc. LADCO has related technical information	EPA and S/L	M
Large and Small Stationary Sources							
Industrial, Commercial & Institutional (ICI) Boilers - Phase I	Final December 2010	2013	NO _x , SO ₂ , Hg, PM,	e	MACT November 2010 NSPS 2/2006		H/M
Cement Kilns - Phase I	Final June 2010	2013	NO _x , SO ₂ , Hg	e	June 2010 – NSPS and MACT	EPA	H/M

	DATES					Priority	
Part III: Other Control Measures Under Development	Anticipated Federal Proposal Date	Date Emission Reductions Expected to Start	Pollutants Reduced	Source¹	Comment	Responsible Agency²	Priority Level³
Stationary Reciprocating & Combustion Engines & Distributed Generation - Phase I	Final February 2010 (diesel engines) Final August 2010 for Spark Ignition	2013 2013	VOC, PM, CO VOC, CO, NO _x	e	ACT NSPS	EPA	M
Stationary Reciprocating & Combustion Engines & Distributed Generation - Phase II	Under consideration	TBD-Need reductions by 2015	VOC, NO _x , PM, CO	f	Phase II would include updated requirements consistent with S/L model rules	EPA and S/L	M
Asphalt Production and Paving - Phase II	Under consideration	TBD-Need reductions by 2015	VOC	c	Phase II would include updated requirements consistent with S/L model rules.	EPA and S/L	M
Glass Manufacturing - Phase II	Under consideration	TBD-Need reductions by 2015	PM	c	Phase II would include updated requirements consistent with S/L model rules	EPA	M
Mobile Equipment Repair and Refinishing - Phase II	Under consideration	TBD-Need reductions by 2015	VOC	f	Phase II would include updated requirements consistent with S/L model rules	EPA and S/L	M
Municipal Waste Combustors - Phase II	Under consideration	TBD-Need reductions by 2015	CO, PM, Hg, SO ₂ , NO _x	f	Phase II would include updated requirements consistent with S/L model rules	EPA	M
Smelters: Primary Pb, Primary Al, Secondary PB, Secondary Al - Phase I	January to December 2011	EPA Risk and Technology Review (RTR)– not known if any reductions will occur	NO _x , SO ₂ , PM	e	MACT, Area Source. Will the MACT result in significant NO _x or SO ₂ reductions. What %.	EPA	H/M

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Smelters - Phase II	Under consideration	TBD-Need reductions by 2015	NO _x , SO ₂ , PM	c	Phase II would include updated requirements consistent with state model rules. If Phase I achieves significant new NO _x and SO ₂ emission reductions - is Phase II needed?	EPA and S/L	M
Large Above-Ground Storage Tanks - Phase I	Proposal August 2010	Dependent on reference as subpart to other rules	VOC	e	Part63 ww; generic standard	EPA	M
Large Above-Ground Storage Tanks - Phase II	Under consideration	TBD-Need reductions by 2015	VOC	f	Phase II would include updated requirements consistent with S?L model rules	EPA and S/L	M
Natural Gas-Fired Small Boilers, Steam Generators, Process Heaters, and Water Heaters (Ultra-Low NO _x Burners)	Under consideration	TBD-Need reductions by 2015	NO _x	f	Would include updated requirements consistent with S/L model rules	EPA and S/L	M
Area Sources							
Architectural, Industrial and Maintenance (AIM) Coatings – Phase II	Under consideration	TBD-Need reductions by 2015	VOC	e	Clean Air Act 183(e)	EPA	H/M
Architectural, Industrial and Maintenance (AIM) Coatings - Phase III	Under consideration	TBD-Need reductions by 2015	VOC	b,c,f	Clean Air Act 183(e)	EPA	H/M
Consumer Products - Phase II	Under consideration	TBD-Need reductions by 2015	VOC	e	Clean Air Act 183(e)	EPA	H/M
Consumer Products - Phase III	Under consideration	TBD-Need reductions by 2015	VOC	b,c,f	Phase III would include updated requirements consistent with state model	EPA	H/M

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					rules		
Industrial Adhesives and Sealants - Phase II	Under consideration	TBD-Need reductions by 2015	VOC	b	Phase II would include updated requirements consistent with state model rules	EPA and S/L	M
Solvent Cleaning Operations (degreasers) - Phase II	Under consideration	TBD-Need reductions by 2015	VOC	f	Phase II would include updated requirements consistent with state model rules	EPA and S/L	M
Adhesives, Sealants, Primers and Solvents	Under consideration	TBD-Need reductions by 2015	VOC	c, f		EPA and S/L	M
Residential Wood Heating - New Source Performance Standards (NSPS)	Proposal May 2010, Final May 2011	2011 to 2013	PM _{2.5}	d	40 CFR Part 60, Subpart AAA	EPA	M
Residential Home Heating, coal as fuel - New Source Performance Standards (NSPS)	Proposal May 2010? Final May 2011?	2011 to 2013	PM _{2.5}	d	Need for additional data to keep on schedule.	EPA	M

Part IV: Control Measures That are Already on the Books	Pollutants Reduced	Source	Comment
EGUs			
CAIR/CAMR/CAVR	NO _x , SO ₂ , PM	h	
On-Road and Nonroad Mobile			
National Onroad Rules:		h	
Tier 2 Rule		h	
2007 Onroad Heavy-Duty Rule		h	Part of the Clean School Bus USA Program, which also includes public education programs for anti-idling and bus retrofits and replacement.
Final Mobile Source Air Toxics Rule (MSAT2)		h	
Renewable Fuel Standard		h	
Local Onroad Programs:	VOC	h	
National Low Emission Vehicle Program (NLEV)		h	
Ozone Transport Commission (OTC) LEV Program		h	
National Nonroad Controls:		h	
Clean Air Nonroad Diesel Final Rule—Tier 4		h	
Control of Emissions from Nonroad Large-Spark Ignition Engines and Recreational Engines (Marine and Land Based): “Pentathlon Rule”		h	
Locomotive and Marine Diesel Standards	PM, NO _x	g	Phase-in starting 2009
Small Gasoline and Recreational Marine Standards	PM, NO _x , CO, VOC	g	Effective 2010-2012 depending on engine type/size
Oceangoing Vessels - Emissions of U.S. Flagged Vessels	NO _x , PM	g	Promulgated Dec. 2009. March 2010, the International Maritime Organization is expected to designate U.S. coastlines as an Emissions Control Area
Large and Small Stationary Sources			
MACT rules, national, VOC: national applied by SCC, MACT:			
Boat Manufacturing	VOC	h	
Polymers and Resins III (Phenolic Resins)	VOC	h	
Polymers and Resins IV (Phenolic Resins)	VOC	h	
Wood Building Products Surface Coating	VOC	h	

Part IV: Control Measures That are Already on the Books	Pollutants Reduced	Source	Comment
Generic MACT II: Spandex Production, Ethylene manufacture	VOC	h	
Large Appliances	VOC	h	
Miscellaneous Organic NESHAP (MON): Alkyd Resins, Chelating Agents,	VOC	h	
Explosives, Phthalate Plasticizers, Polyester Resins, Polymerized Vinylidene	VOC	h	
Chloride	VOC	h	
Manufacturing Nutritional Yeast	VOC	h	
Oil and Natural Gas	VOC	h	
Petroleum Refineries—Catalytic Cracking, Catalytic Reforming, & Sulfur	VOC	h	
Plant Units	VOC	h	
Pesticide Active Ingredient Production	VOC	h	
Publicly Owned Treatment Works	VOC	h	
Reinforced Plastics	VOC	h	
Rubber Tire Manufacturing	VOC	h	
Asphalt Processing & Roofing	VOC	h	
Asphalt Production and Paving - Phase I	VOC	g	Promulgated Dec. 2009
Combustion Sources at Kraft, Soda, and Sulfite Paper Mills	VOC	h	
Fabric Printing, Coating and Dyeing	VOC	h	
Iron & Steel Foundries	VOC	h	
Metal: Can, Coil	VOC	h	
Metal Furniture	VOC	h	
Miscellaneous Metal Parts & Products	VOC	h	
Municipal Solid Waste Landfills	VOC	h	
Paper and Other Web	VOC	h	
Plastic Parts	VOC	h	
Plywood and Composite Wood Products	VOC	h	
Wet Formed Fiberglass Production	VOC	h	
Wood Building Products Surface Coating	VOC	h	
Carbon Black Production	VOC	h	
Cellulose Products Manufacturing	VOC	h	

Part IV: Control Measures That are Already on the Books	Pollutants Reduced	Source	Comment
Cyanide Chemical Manufacturing	VOC	h	
Friction Products Manufacturing	VOC	h	
Leather Finishing Operations	VOC	h	
Miscellaneous Coating Manufacturing	VOC	h	
Organic Liquids Distribution (Non-Gasoline)	VOC	h	
Refractory Products Manufacturing	VOC	h	
Sites Remediation	VOC	h	
MACT rules, national, PM			
Portland Cement Manufacturing	PM	h	
Secondary Aluminum	PM	h	
MACT rules, plant-level, VOC			
Auto Plants	VOC	h	
Mobile Equipment Repair and Refinishing - Phase I	VOC	g	Promulgated Jan. 2008, Area source, ACT/CTG
MACT rules, plant-level, PM & SO₂			
Lime Manufacturing	PM, SO ₂	h	
MACT rules, plant-level, PM			
Taconite Ore	PM	h	
Industrial Boiler/Process Heater plant/SCC controls for PM	PM	h	
Solid Waste Rules (Section 129d/111d):		h	
Hospital/Medical/Infectious Waste Incinerator Regulations	NO _x , PM, SO ₂	h	
NO_x SIP Call (Phase II)			
Cement Manufacturing	NO _x	h	
Large Boiler/Turbine Units	NO _x	h	
Large IC Engines	NO _x	h	
Municipal Waste Combustors - Phase I	CO, PM, Hg, SO ₂ , NO _x	g	Promulgated May 2006 Clean Air Act, Sec. 129
Area Sources			
Municipal Waste Landfills	VOC	h	
Gasoline Stage II	VOC	h	
Portable Fuel Container	VOC	h	
Industrial Adhesives and Sealants - Phase I	VOC	g	Promulgated Oct. 2008, ACT
Solvent Cleaning Operations (degreasers) - Phase I	VOC	g	Promulgated Oct. 2006, ACT

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Glass Manufacturing - Phase I	PM	g	Promulgated Dec. 2007, Area source

Footnotes

- 1 a-National Association of Clean Air Agencies (NACAA) position
b-Joint Lake Michigan Air Directors' Consortium (LADCO)/Ozone Transport Commission (OTC) letter
c-Already being implemented in some LADCO and OTC states
d-Comment from NACAA member
e-Ongoing EPA effort
f-OTC Resolution
g-EPA Office of Air Quality Planning and Standards (OAQPS) & Office of Transportation and Air Quality (OTAQ) Update, March 2010
h-EPA Regulatory Impact Analysis (RIA)
j-Comment from South Coast Air Quality Management District (AQMD), California
- 2 EPA: Environmental Protection Agency
S/L: State/Local Agency
EPA and S/L: EPA with support from state & local agencies
- 3 H-High
M-Med
L-Low

■ NACAA comments of 11/24/09 on EPA/DOT's proposed motor vehicle Greenhouse Gas (GHG) and Corporate Average Fuel Economy (CAFÉ) standards (pp. 3-4): "Sixth, with respect to the next phase of standards for cars and light trucks, post 2016, NACAA urges EPA to take a comprehensive approach, addressing emissions of criteria and GHG pollutants, as well as the fuel requirements necessary to achieve further improved emissions performance, including future reductions in fuel sulfur levels."

*NACAA comments of 9/25/09 on EPA's proposed C3 rule (p. 3): "Further, while we are extremely pleased that the proposed changes to marine fuel standards will yield an estimated 85-percent reduction in PM emissions, we note that the remaining 15 percent of uncontrolled PM emissions is of significant concern to state and local air agencies. Accordingly, NACAA supports EPA's proposed PM reporting requirements for U.S.-flagged ships seeking certification so the quantity of remaining emissions can be tracked. Moreover, we urge that the agency pursue future efforts to ameliorate these remaining emissions."

◆ NACAA comments of 11/26/08 on EPA’s GHG Advanced Notice of Proposed Rulemaking (ANPRM) (p. 12): “Fourth, EPA should, under section 211 of the Clean Air Act, enact a national low-carbon fuel standard that accounts for all lifecycle emissions and indirect impacts of all mobile source fuels including petroleum, conventional and advanced bio-fuels, electricity and hydrogen to ensure continuous reductions in the overall GHGs emitted per each gallon-equivalent of fuel energy. In setting such a standard, EPA should consider regional variation in fuel availability and alternatives to gasoline, as well as efforts related to these issues being undertaken around the country. A national low-carbon fuel standard would be consistent with, and could eventually replace, the Renewable Fuel Standard (RFS) enacted by Congress in the Energy Independence and Security Act of 2007 (EISA).”